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ECONOMIC INFORMATION ON RUMANIA

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Sketches referred to are appended

FABRICIES

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The Malaxa Railroad Car Foundry of Craiova employs 3,000 workers in three shifts. It produces freight cars for standard gauge tracks. The woodwork division is detached from the rest of the installation and occupies three or four wooden buildings on the opposite side of the railroad line. The area is surrounded by a barbed-wire fence, approximately 1,500 x 3,000 meters in length.

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The Standard Telephone Equipment Plant in Bucharest produces bakelite telephones, telephone cables, and wire. It is located on the Cornetu din Vale Road, 3 kilometers east of the perimeter of the city. There are six or seven buildings, some of new construction. One thousand men are employed.

Approximately 200-300 workers are employed in a plant on the southern edge of Bucharest, on the road leading to the Pantelimon section. The plant manufactures small items of bakelite.

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A plant located on the highway leading to the Pantelimon section of Bucharest employs 200-300 workers in the manufacture of rubber boots. Products are sent to the USSR or the Danube-Black Sea Canal construction project.

The Globus Factory, located 500-600 meters southwest of the Obor railroad station in Bucharest, produces gas and petroleum stoves and metal barrels of 200-liter capacity.

The Sorex Spinning and Weaving Mill (formerly Victoria) at 41 Vassile Lupu Street in Iasi employs approximately 900 men in three 8-hour shifts. It is reported that raw materials are imported from the USSR.

The Socola Spinning and Weaving Mill on Socola Street in Iasi occupies 14 small buildings, six or seven of recent construction. The area is surrounded by a wall. Spinning was begun in the new buildings in November 1950. Spinning machines were imported from England in spring and summer 1950. Approximately 2,500-3,000 workers operate on 8-hour shifts.

An alcohol distillery is located on Captain Paun Street in Iasi. It produces 95-percent pure alcohol, ethyl alcohol, and fuel alcohol.

The Rata Motor Vehicle Repair Shop is located on Abator Road, opposite the slaughterhouse in Iasi. It occupies two buildings. The first is approximately 12 x 120 meters and divided into areas, according to use, as follows: offices and storeroom, lathes, fitting, electrical-system repair, carpentry, parts, and assembly. Equipment includes 14 AEC and Siemens lathes, 2 German (possibly Siemens) milling and drilling machines, a drill lathe, 6 or 7 assorted drills, 6 autogenous welders, and 2 electric welders. The other building is a blacksmith shop, 6 x 10 meters. The manager is Barinski, a Soviet, formerly employed as a lathe operator. Approximately 400 workmen operate in one 8-hour shift. Over-time is instituted if necessary.

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A plant which manufactures farm machinery is located in the center of Craiova. Approximately 7,000-8,000 workers are employed in one shift.

It is rumored that an explosion occurred in December 1950 in an unidentified powder factory in Bucharest. Ten people were said to have been killed and approximately 100 injured. The cause of the explosion was claimed to be sabotage.

UTILITIES

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The ETACS (Electricity, Streetcars, Water, Sewage, and Public Health Enterprise) thermoelectric power station is located at No 35 Uzinei Street, Iasi, near the railroad station. This was the former Electric Power Station Company, nationalized in 1948. It has a power output of 500 kilowatts and supplies electricity to the city. It supplies 220 volts for lighting, 380 volts for industrial purposes, and 600 volts for the streetcar system. The installation consists of small buildings approximately 14 x 100 meters which contain six Sulze engines of 800 horsepower each, one Sulze engine of 2,800 horsepower, three Benz engines 500 horsepower each, and a dynamo for the streetcar system. All are diesel engines. There are transformers in the basements of the buildings and a rectifier for direct current.

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There is, in addition, a three-story building, 10 x 12 meters, containing switches on the first floor, switches for normal, industrial, and streetcar current on the second floor, and the engineering shop on the third floor. There is a fuel station, a building 10 x 14 meters, containing nine tanks with a capacity of 45 tons each. There are three buried diesel-oil tanks with a capacity of 600 hectoliters each. The oil is pumped into the tanks from tank cars. The oil is filtered, then pumped into the nine tanks in the fuel station. There are three oil tanks with a capacity of 600 hectoliters each mounted on a concrete base.

A one-story building, approximately 8 x 15 meters, contains the offices and the manager's quarters. There is a fire station occupying a building approximately 4 x 4 meters. A blacksmith and repair shop occupy a building approximately 6 x 6 meters. A garage, 7 x 25 meters, contains a Buick, a Wies, and a Packard for the use of the management and for propaganda purposes. In addition, there are a six-passenger car for the personnel and a three-passenger Brit used for emergencies requiring speed. The station is also equipped with a Skoda tank truck, a Ford tank truck, two Dodge and a Deta /sic/ tractor, a Tatra truck, a Chevrolet truck, and a motor pump. A canteen, infirmary, and waiting room occupy a one-story 8 x 10-meter building. Offices and a storage room for street-car equipment are in a one-story 4 x 8-meter building. The carpenter shop is one story high and approximately 8 x 8 meters. A large building, 40 x 60 meters, with an annex approximately 5 x 11 meters, contains a car barn, blacksmith shop, a lathe and electrical shop, and a foundry (see Sketch No 1).

This installation is operated by ETACS. The general manager of ETACS is Manole Cojocaro, a Rumanian, formerly a welder, considered incompetent. Assistant manager and technical director is Engineer Nasayenko (fnu), a Soviet, who is very competent. Engineer Simion Prisior, a competent man, is chief of production. Engineer Ion Cristache, a competent Rumanian, is chief of the engine room. ETACS has approximately 2,800 employees.

MISCELLANEOUS

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A slaughterhouse for cattle the meat of which is to be shipped to the USSR occupies six stone buildings, approximately 60 x 80 meters each, formerly used for storage by the Rumanian air force (see Attachment No 2. Items 1 and 2).

A second slaughterhouse in Iasi is the municipal slaughterhouse on Abator Street (see Sketch No 2).

[Appended sketches follow.]

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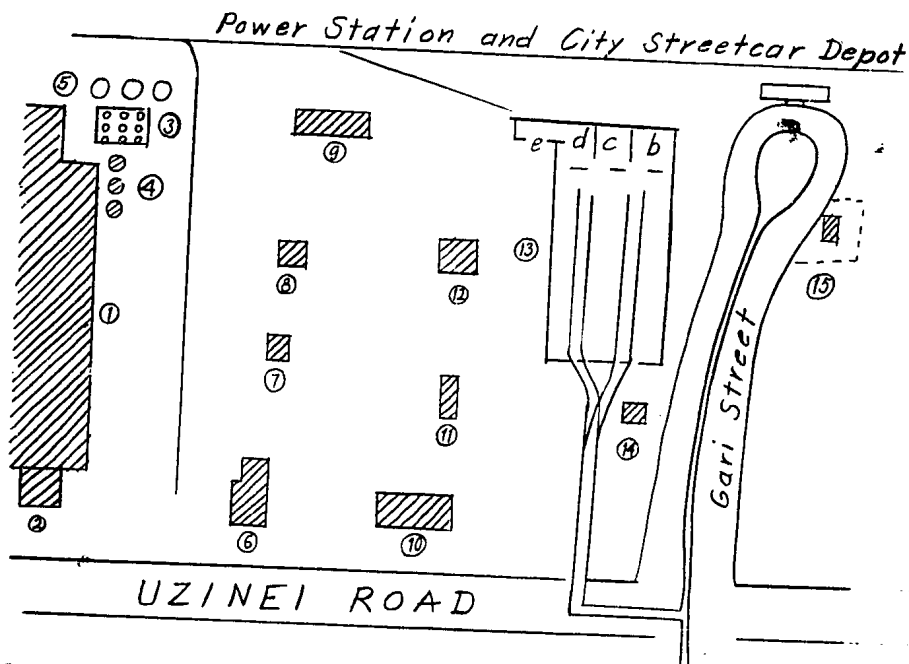
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SKETCH NO 1

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Legend

1. Engine room
2. Cutout switchboards, current switchboards, and engineering shop of the power station.
- 3, 4, 5. Fuel and lubricant depots
6. Offices and manager's quarters
7. Fire department
8. Blacksmith shop and service for electrical network
9. Garage
10. Canteen, infirmary, and waiting room
11. Offices and storeroom for the streetcar lines
12. Carpenter shop
13. Streetcar barn and shops
14. Fire department
15. Soviet military headquarters

NOTE: Sketch is not to scale.

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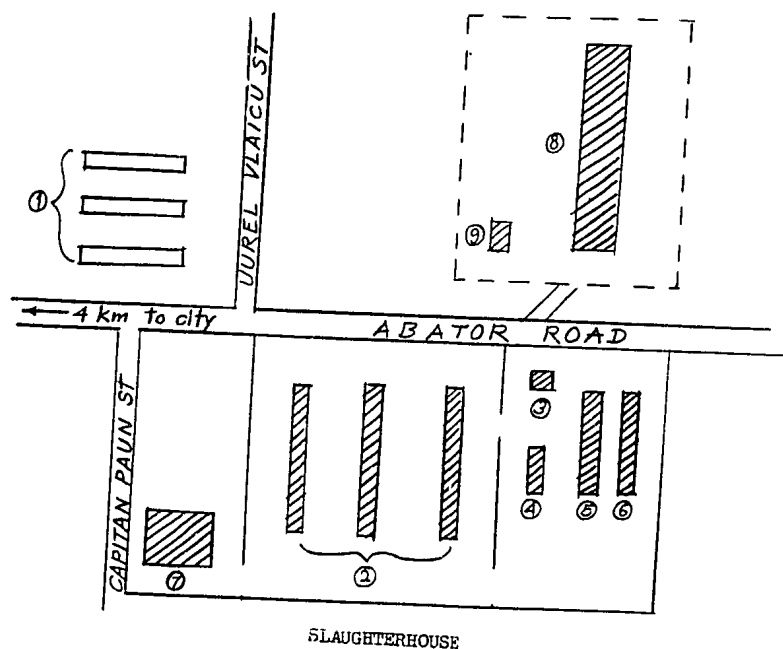
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SKETCH NO 2

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Legend

1. Stables for cattle to be fattened
2. Stables for cattle to be slaughtered
3. Offices
4. Stable for cattle to be slaughtered
5. Slaughterhouse
6. Cold storage
7. Alcohol distillery
8. RATA automobile repair shop
9. RATA blacksmith shop

NOTE. Sketch is not to scale.

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